CENTRAL INTELLIGENCE AGENCY

SECRET

50X1-HUM

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Although the WSK Mielec aircraft plant received a Soviet FRESCO (MIG-17) prototype in 1955, neither it nor any other Polish plant had undertaken production of the FRESCO by October 1956.[1] Moreover, it is doubtful that Poland will undertake production of this type of aircraft, since it is considered to have several disadvantages, some of which are its aerodynamic shape and its inability to make a sharp turn. [redacted] it is not suitable as a fighter plane. 50X1-HUM

2. The following items are imported from the USSR for the aircraft industry:

   a. Beryllium bromide (brom beril)
   b. Small bearings
   c. Coil springs for instruments

3. Following is a list of plants which make aircraft components:[3]

   a. WSK Rzeszow - engines and all components for MIG's.
   b. WSK Wroclaw - air frames, and all components for the hydraulic system, as well as pumps for MIG's.
   c. WSK Kalisz - all types of gauges and indicators.
   d. WSK A-5 in Warsaw[4] - gyroscopes and UTG-D electric motors.
   e. Kasprzak Works in Warsaw - radio and signals equipment.
   f. A plant on Poligonowa Street, Warsaw - radar equipment.[5]
   g. WSK Swidnik and WSK Mielec make fuselages for MIG fighters.
   h. Plants in Radom and Strachowice - aircraft armament.
   i. Debica - cockpit frames.
   j. AG Swidnica - motor testing instruments.
   k. WSK II in Warsaw/Praga - oxygen supply systems.
   l. Milanowek - parachutes.
   m. Zeran - foundry for nonferrous metals and bromine phosphorous (bron fosfori) castings.
   n. The Skawina Foundry - production of aluminum sheets, which were previously imported from the USSR, was recently undertaken.
   o. The A-5 Plant in Warsaw-Grochow - rubber products.[6]

All of these plants produce parts for the Mielec plant, which produces a maximum of 30 aircraft a month.

SECRET 50X1-HUM

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

4. There are three military aircraft plants in greater Warsaw: The A-5 Plant in Warsaw-Grochow, WSK Okecie, and WSK II, which is located at 32/34 Podkarbinska Street, Warsaw-Praga. The WSK II plant employs about 800 workers, as well as 18 engineers, and produces instruments for FAGOTS (MIG-15) and MIG-15 bis. The level of production, once 300 instruments a month, dropped to 70-80 a month in 1955/1956.

5. The following are the products of the WSK II plant:

   a. The Kus 1200 (highest speed recorded) speedometer. The maximum speed of the MIG at optimum altitude is reportedly 1,150 kilometers an hour, and the speed is reduced by 30-50 kilometers at 900 meters. Its minimum speed is 100 kilometers an hour.

   b. The WD 17 altimeter (formerly called the WD 15) is capable of indicating up to a theoretical maximum altitude of 15,200 meters.

   c. The MD engine tester is composed of three tubes which indicate oil pressure, fuel pressure, and oil temperature. Oil pressure is reportedly 6-7 atmospheres, fuel pressure 45 atmospheres, and fuel injection speed 120 meters a second. The engine warming up temperature is 45 degrees Centigrade (sic).

   d. WR-10 and WR-30 climb indicators.

   e. KP-18 oxygen installation, comprising a mask, tube (KSZ), a 18-K respirator graded up to 350 atmospheres, two 2.5-liter bottles, and therreductive valve. The tube is reportedly rather poor. There is no information about radio devices within the mask.

   f. A reduction mechanism, which reduces oxygen pressure from 350 to 3.5 atmospheres.

   g. KJ-18 compass, which is the type installed in FRANK (YAK-9) aircraft.

   h. US-350 speedometer, for the SZ-1 helicopter[7] production of which was recently undertaken.

   i. Pitot tubes,

   j. YWPO - three cockpit pressurizer unit, which has a maximum of 12,600 rpm.

6. The following persons at the WSK II plant are known: 50X1-HUM

   a. Jozef Czarny

   b. Hilary Grupinski

   c. Edward Jeskowiak

   d. Waclaw Kiljanski heads the laboratory for resilient components.

e. Edmund Kowalewski is the chief technologist.

f. Stanislaw Stafa

7. The legends for the sketches are appended to this report.

Comments:

1. Moreover, the Czechs were not producing the FRESCO in October 1956, though they were making the MIG-15 bis. A Czech delegation which visited Poland in late 1956 discussed the possibilities of joint aircraft production 50X1-HUM

2. The USSR started production of the FARMER (MIG-19), whose shape more closely resembles that of the FAGOT, because of the shortcomings of the FRESCO. It is believed that the Soviets supplied the Arab States with FRESCO's because they had been withdrawn from service in the Soviet Air Force.

3. The following corresponding Czech aircraft plants are known (spelling phonetic):

   a. Vltava Modrany, Prague, makes the same parts as the WSK II plant. It has 200 employees.

   b. Povazska Bystryca, a large plant, produces NR-23 machine guns and ammunition. Some of this ammunition has reportedly been sent to Egypt. 50X1-HUM
   Comment: The plant may be the Vah Machinery Works (Povazske strojarne) in Povazska Bystrica.)

   c. Severoceska Metra, Jablonec nad Nisou, makes KP-18 oxygen installations, as well as various types of manometers. It has a labor force of about 200.

4. The plant known as WSK A-5 was called A-5 until 1954, when it was incorporated into the Central Directorate of Aircraft Production.

Comments: 50X1-HUM

5. Probably the T-1 plant.

6. Wheels and tires are imported from the USSR.

7. SZ represents the names of the constructors of the helicopter, Smulikowski and Zborowski. The helicopter was tested at the Air Institute in 1956, but production on an industrial scale was not contemplated. Production of helicopters under Soviet license was, however, envisioned.

50X1-HUM

Legend to sketch A

1. "May 1" cinema.
2. PZPR Secretariat for the Grochow district.
3. The Ogrodek Jordanowski Park.
4. Residential buildings.
5. Printing shop.
6. Open air dump for road building materials.
7. Workers' club of the plant.
8. Large building under construction.
9. Small plant producing street cleaning equipment.
10. Transformer station.
11. The WSK II Plant.

Legend to sketch B

A. Pedestrian entrance.
B. Vehicle entrance.
C. Unused gate.
D. Vehicle entrance (seldom used).
1. Entrance permit office.
2. Guard building.
3. Two-story administration building: ground floor: technical control department; first floor: technological office, files, management; second floor: construction bureau, accountants section and secret file.
4. Tool making department (Narzedziowna), a one-story building.
5. Repair shop for the plant's equipment, tailor and shoemaker shops.
6. Fire brigade.
7. Carpentry shop (ground floor).
8. Production shop. On the lower floor: machine shop and control department, galvanization shop, blueprints' office, resilient components' shop (membranes, Bourdon tubes, etc.) locksmith shop. On the upper floor: assembly shop, experimental department,finished parts' store.
9. One-story building containing press shop, hardening shop, paint shop, bakelite shop, and store.
10. Laboratories for resilient components (Elementow Sprezystych) for testing materials for chemical, photo-technical, and electro-technical work.
11. Two-story building housing the personnel department, transport section, trade union offices, and the department for cooperation with other plants on the first floor, and materials' supply department, Party and ZMP (Polish Youth Organization) cell offices, and the wage and labor departments on the upper floor.
12. Club.
13. Raw materials' store.
14. Boiler plant.
15. Garages.